



I-17, New River TI to Jct. SR 69
April 2008
Frequently Asked Questions



Questions for I-17, New River to Cordes Junction

1. Is an alternative through the Bumble Bee area still under consideration?

Yes. Alternative H, which is the westernmost alternative being considered, is located in Black Canyon but on the east side of the valley. The proposed roadway would be approximately ½ mile east of the town of Bumble Bee (¼ mile east of Bumble Bee Ranch) at its closest point. The other two alternative alignments (i.e., D and E) are located farther east of Bumble Bee, near existing I-17.

2. Is an alternative through Black Canyon City still under consideration?

No. The proposed new alignment alternatives depart the existing I-17 roadway more than ½ mile north of the existing Black Canyon City traffic interchange located at milepost 244.5.

3. Is Alternative D a viable alternative to the needs for widening I-17?

Yes. Alternative D appears to be a viable alternative that would meet the purpose and need for the proposed widening of I-17. The impacts of this alternative relative to the other alternatives under consideration are currently being evaluated.

4. Is the I-17 Alternatives Study still in progress?

No. The I-17 Alternatives Study, which was evaluating the long-term need for an alternative route between Phoenix and Flagstaff, has been combined with ADOT's "framework studies", one of which will address the long-range transportation needs for central Arizona over the next 50 years. Information on the framework studies is available at www.bqaz.gov.

5. Can ADOT widen the existing I-17?

Yes. ADOT can widen existing I-17. However, this construction would be difficult due to the need to maintain traffic on the existing lanes through the construction zone where blasting will occur and massive quantities of material will need to be moved. Because there are no convenient alternate routes on which to divert traffic, widening existing I-17 will only be considered in combination with Alternative D, E or H.

6. Wouldn't it be cost effective to expand the existing I-17?

No. It would be expensive to expand the existing I-17, both in terms of construction cost and in terms of delay costs to the traveling public. Construction would cost more and take longer than the other alternatives because traffic would have to be maintained and controlled on the existing roadways and many construction activities would be limited to off-peak hours or nights.



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7. Does ADOT consider the costs when looking at alternatives?

Yes. Costs are one of numerous evaluation criteria. Other evaluation criteria include socioeconomic and environmental impacts, constructability, public input, right-of-way, utility impacts, drainage, geotechnical, and aesthetics.

8. If one of the reasons to change I-17 to reroute traffic in case of an accident, why not build parallel freeways throughout the entire state?

ADOT and the Federal Highway Administration consider each highway individually. A parallel highway may resolve the issues for I-17; however, different solutions for improving traffic operations and adding capacity may apply depending on each highway's location, surrounding terrain, and other factors.

9. Does ADOT research and consider other states' alternatives such as bi-level systems? Think progressively like Colorado and I-5 (The Grapevine) in California.

Yes. ADOT does consider solutions from other states when developing alternatives for Arizona highway projects. In developing and evaluating a full range of reasonable alternatives, ADOT considers, in addition to many other things, the rural or urban character of the surroundings. A bi-level highway would be more appropriate in an urban setting than a rural area such as surrounds this segment of Interstate 17.